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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 4 October 1951

SUBJECT Locomotive Columns

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PLACE

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SOURCE

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1. On 21 June 1951 about 9 p.m. an order [REDACTED] was received at the operations office for column locomotives in Frankfurt/Oder. According to the order, all column locomotives were to be prepared for immediate use. The first locomotives left Frankfurt/Oder for Brest Litovsk on 22 June about 4 a.m.; the other locomotives left Frankfurt/Oder during the same day. Locomotives, which still required some repair work, were dispatched in the direction of Brest Litovsk on 23 and 24 June respectively. Only the locomotives which were undergoing repairs in the repair shops remained. The Soviet order was a complete surprise. Changes of personnel had to be made because some of the personnel were on leave. (1)

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2. In his capacity as an [REDACTED] learned that all leaves were suspended for engineers and foremen of brigade locomotives from 27 June to 20 August 1951. On 19 June 1951, the Locomotives Department of the Frankfurt/Oder marshaling yard was ordered to take appropriate steps so that each locomotive which had previously been kept cold could be brought to full steam within a period of 30 minutes. It is possible to achieve this by transferring steam and hot water from an operational locomotive to the cold locomotive and by firing-up at the same time. (1) and (2)

3. [REDACTED] station, ascertained that the following number of locomotives were available on 22 June 1951:

Frankfurt/Oder freight station	5	(3)
Frankfurt/Oder marshaling yard	14	(3)
Hoyerswerda	40	(4)
Klinge	36	recently parked there (5)
Cottbus	40	(6)

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Comments.

- (1) Various preparations for the use of those locomotives that have been kept cold to date and were considered a reserve for Locomotive Columns No 2, 4, 5, and 8 stationed in Frankfurt/Oder were reported previously. See

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These preparations appear to have been accelerated since about 20 June 1951. If these statements should prove to be correct the steps taken may be connected with:

- a. An increase of transportation operations above the level of normal transit traffic. These operations are not necessarily connected with the troop transportation although the current shipments of recruits to the Soviet Zone of Germany and of discharges to the U.S.S.R. has increased the traffic somewhat. It is believed that the measures reported are connected with extensive deliveries of raw materials from the U.S.S.R. to the Soviet Zone of Germany as they were observed recently.
- b. The formation of a locomotive reserve in the Brest Litovsk area in order to be able to cope with the traffic occurring at rush periods at the Brest Litovsk transloading stations.

The number of locomotives transferred to the East has not yet been determined. See also paragraph 3 of the present report and Field Comment on it. It appears that the whole operation is limited to Frankfurt/Oder since both the operational locomotive columns stationed in Hoyerwerda (Locomotive Column No 11) and Cottbus (Locomotive Column No 10) and the locomotives of the six locomotive columns deactivated in the fall of 1950 have apparently not been affected.

- (2) The reported eight week suspension of all leaves of the personnel of the locomotive columns stationed in Frankfurt/Oder would confirm the employment of all locomotives stationed in Frankfurt/Oder.
- (3) A total of approximately 120 column locomotives were stationed in Frankfurt/Oder. Since it is not known how many of these locomotives are at present under repair, or on routine missions through Poland, the exact number of locomotives additionally transferred to the East cannot be determined.
- (4) It is believed that this figure includes the 30 locomotives of operational Locomotive Column No 11 in Hoyerwerda. See [REDACTED]
- (5) These locomotives of deactivated Locomotive Column No 2 were previously parked in Uckro. Their transfer to Klinge, 10 km west of Forst in late May 1951, was reported previously. See [REDACTED]. These locomotives have been cold since May.
- (6) This figure is believed to include about 30 locomotives of operational Locomotive Column No 10 stationed in Cottbus.

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